

# MAIL.


With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE, \$24 PER ANNUM.

### Shipping.


**Sailing Vessels.**  
FOR DUNEDIN (N. 2).  
The 41 German Barque  
"MARIE"  
Capt. BUECHTER, will load  
here for the above Port, and  
have a quick despatch.  
For Freight or Passage, apply to  
**ROZARIO & Co.**  
Hongkong, November 14, 1877.

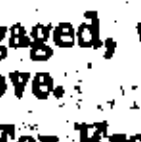
**FOR MELBOURNE & SYDNEY.**  
The 41 British Barque  
"EMPRESS"  
Capt. SKINNER, will load here,  
and have a quick despatch at  
above.  
For Freight, apply to  
**ROZARIO & Co.**  
Hongkong, November 14, 1877.

 having a great portion of her  
Cargo engaged, will have imme-  
diate despatch for the above Ports.  
For Freight, apply to  
**BRANDAO & Co.**  
Hongkong, November 23, 1877.

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**FOR NEW-YORK.**  
The **41 American Bark**  
**"E. A. GODDARD,"**  
A. F. SMITH, Master, will load  
for the above Ports, and  
have early despatch.  
For Freight, apply to  
**RUSSELL & Co.**

**FOR LONDON (DIRECT.)**  
 The A-1 Brit. Clipper Bark  
 "KATE CARRIE."  
 JAMES WILSON, Master, having  
 the greater part of her Cargo  
 engaged, will have immediate despatch as  
 above.  
 For Freight, apply to "JAMES"  
**MEYER & Co.**  
 Hongkong, November 28, 1877.

**FOR MELBOURNE & SYDNEY.**  
 The Brit. 3-m. Schooner  
 "SEA BELLE."  
 Captain Ross, will lead here for  
 the above Ports, and will have

For Freight or Passage, apply to.  
**HOP KEE & Co.**  
 Hongkong, November 27, 1877.

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**FOR HAMBURG AND LONDON.**  
 The A 1 British Ship  
 "ONEIDA,"  

**S. CLEYMA, Master,** Shaving  
 3/4ths of her Cargo engaged,  
 will load here as above, and will be de-  
 spatched on or about the 31st December.  
 For Freight, apply to

VOGEL, HAGEDORN & CO,  
 Hongkong, November, 27, 1877.  



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 FOR SAN FRANCISCO.  
 The A 1 British Clipper Ship  
 "CILURNUM,"  
 SHREWSBURY, Master, will load


will have quick despatch.  
For Freight, apply to  
**VOGEL, HAGEDORN & Co.**  
Hongkong, November 27, 1877.

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**FOR NEW YORK.**  
The 41 American Ship  
"COLORADO,"  
INGRAHAM, Master, will load  
here for the above Port, and  
will have quick despatch.  
For Freight, apply to  
**VOGEL, HAGEDORN & Co.**  
Hongkong, November 2, 1877.

**FOR HONOLULU.**  

 The *A 1* American Ship:  
**"CHARTER OAK,"**  
 STAPLES, Master, will load  
 here for the above Port, and  
 will have quick despatch.  
 For Freight or Passage, apply to  
**VOGEL, HAGEDORN & Co.**  
 Hongkong, November 5, 1877.

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**FOR NEW YORK.**  

 The *A 1* British Ship:  
**"ISLES OF THE SOUTH,"**  
 DENNETT, Master, will load here  
 for the above Port, and will have  
 quick despatch.

For Freight apply to  
**VOGEL, HAGEDORN & Co.**  
 Hongkong, October 10, 1877.

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**FOR LONDON.**  
 The "A 1 100 years splendid  
 British Clipper Ship"  
 "BYNDHAM,"  
 A. MILLAR, Commander, will  
 have quick despatch for the above Port.  
 For Freight, apply to  
**VOGEL, HAGEDORN & Co.**  
 Agents.  
 Hongkong, September 27, 1877.



## Intimations.

## VICTORIA REGATTA.

## TWENTY-SECOND MEETING.

FRIDAY AND SATURDAY,  
21st and 22nd December, 1877.

## PATRON.

His Excellency JOHN POPE HENNESSY, C.M.G.

## VICE-PATRON.

Commodore WATSON, R.N.

## STEWARDS.

H. B. GIBB, Esq., Hon. W. KESWICK,  
W. H. FORBES, Esq., Hon. Col. BARRANO,  
H. BOPPIN, Esq., C.B.  
G. B. EMORY, Esq., C.B.

## COMMITTEE.

T. JACKSON, Esq., CHAIRMAN.  
Major BRIDGEMAN, 28th  
Regiment.  
H. E. WOODHOUSE,  
Esq.,  
Lt. E. S. F. WALKER,  
28th Regiment.  
E. L. WOODIN, Esq.  
DUDLEY C. TRAVERS, Esq., Honorary  
Secretary.

## JUDGE.

J. P. McEURN, Esq., R.N.

## OFFICIALS.

HOWING..... Hon. C. C. SMITH,  
YACHTS..... E. BEARD, Esq.  
OPEN SAILING BOATS. E. BURNIE, Esq.

## STARTERS.

HOWING..... Hon. C. C. SMITH,  
YACHTS..... E. BEARD, Esq.  
OPEN SAILING BOATS. E. BURNIE, Esq.

## FIRST DAY,

FRIDAY, 21st DECEMBER, 1877.

## FIRST RACE.—1 P.M.

Junior Soula. For Single Pair Sculling  
Boats. Entrance \$5. Distance One Mile.  
Prize, "Broken Cup." Open to any  
one who has never won a Sculling Race  
in China and Japan.

## SECOND RACE.—1.30 P.M.

For Gigs pulled by European Non-Com-  
missioned Officers and Men of any Regiment  
or Corps in Garrison, or by European  
Members of the Police Force. Distance  
One Mile. Entrance \$1. First Prize,  
\$15; Second, \$5. Out-rigger Boats ex-  
cluded.

## THIRD RACE.—2 P.M.

The "Chairman's Cup," for Four-Oared  
Canton Cutters. Distance One mile and  
a half. Entrance \$10.

## FOURTH RACE.—2.30 P.M.

For Men-of-War Gigs and Whalers. Dis-  
tance One Mile. Entrance \$1. First  
Prize, \$15; Second, \$5. No time allow-  
ed for Oars.

## FIFTH RACE.—3 P.M.

"LADIES' PURSE." For Single Pair Scul-  
ling Boats. Distance One Mile. En-  
trance \$5.

## SIXTH RACE.—3.30 P.M.

For House Boats & Gigs pulled by Chi-  
nese. Distance One Mile. Entrance  
\$1. First Prize, \$15; Second, \$5. Time  
for Oars, 6 seconds per Oar.

## SEVENTH RACE.—4 P.M.

International Race. "Challenge Cup"—  
presented by the Merchants of Hongkong  
—for Four-Oared Canton Cutters. To  
be won two consecutive years before being  
held. Distance One Mile. Entrance  
\$10.

## SAILING RACE.

For Men-of-War's Boats, any rig. En-  
trance \$2. First Prize, \$20; Second,  
\$10.

## YACHT RACE.

For all Yachts. Entrance \$5. Time allowed  
for Tonnage, 15 seconds per ton. Cup  
presented.

## SECOND DAY,

SATURDAY, 22nd DECEMBER, 1877.

## FIRST RACE.—1 P.M.

For Gigs pulled by European Non-Com-  
missioned Officers and men of any  
Regiment or Corps in Garrison, or by  
European Members of the Police Force.  
Distance One Mile. Entrance \$1. First  
Prize, \$15; Second, \$5. Winner of  
Second Race on first day, and out-  
rigger Boats excluded.

## SECOND RACE.—1.30 P.M.

For House Boats & Gigs pulled by Chi-  
nese. Distance One Mile. Entrance \$1.  
First Prize, \$15; Second, \$5. Winner  
of Sixth Race on first day excluded.  
Time for Oars, 6 seconds per Oar.

## THIRD RACE.—2 P.M.

"Members' Cup"—presented by Members  
of "The Victoria Recreation Club"—  
for Four-Oared Canton Cutters. Dis-  
tance One Mile and a half. Entrance  
\$10. Winner of "The Chairman's Cup"  
excluded.

## FOURTH RACE.—2.30 P.M.

For Men-of-War Cutters. Distance One  
Mile. Entrance \$1. First Prize, \$15;  
Second, \$5. No time allowed for Oars.

## FIFTH RACE.—3 P.M.

Senior Soula. Cup presented by the Pa-  
se Community. Distance One Mile.  
Entrance \$5. Winner of the "Ladies'  
Purse" excluded.

## SIXTH RACE.—3.30 P.M.

For Officers of H.M.S. Audacious against  
Fleet in harbour. Cup presented by the  
Members of the Hongkong Club, to be  
rowed in Canton Jouts. Distance One  
Mile. Entrance \$10.

## SEVENTH RACE.—4 P.M.

"American Cup," open to all Members  
and Honorary Members of the Victoria  
Recreation Club, to be rowed in Canton  
Jouts. Distance One Mile. Entrance  
\$10.

## SAILING RACE.

For all Open Boats, Chinese excluded.  
Entrance \$2. First Prize, \$20; Second,  
\$10.

## YACHT RACE.

For all Yachts. Entrance \$5. Time  
allowed for Tonnage, 15 seconds per ton.  
Cup presented by the Victoria Recrea-  
tion Club.

## DUDLEY C. TRAVERS,

Sec. Secretary, Victoria Recreation Club,  
Hongkong, 27th November, 1877.

## Intimations.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debts contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

ALPHINGTON, British barque, Captain G.  
Cunningham.—Wolter & Co.COLUMBUS, British ship, Captain E.  
Shrewsbury.—Wolter & Co.COLORADO, American ship, Captain In-  
graham.—Russell & Co.KATE GARNIE, British barque, Captain  
James Wilson.—Melchers & Co.BROOMHALL, British ship, Captain H.  
Bata.—Russell & Co.CHARTER OAK, American ship, Captain  
Staples.—Jardine, Matheson & Co.FORMOSA, German S.M. schooner, Capt.  
Schweert.—Melchers & Co.ARGYLE, British steamer, Captain D.  
Scott.—Jardine, Matheson & Co.RODERICK HAY, British barque, Captain  
P. H. Nicolson.—Chinese.

## To-day's Advertisements.

## FOR NINGPO &amp; SHANGHAI.

The Steamship  
"CHINA,"  
AOKERMAN, Master, will be de-  
spatched for the above Ports TO-  
MORROW, Saturday, the 1st December,  
at 5 p.m.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Hongkong, November 30, 1877. del

## FOR SWATOW.

The Steamship  
"PENEDO,"  
J. CAIR, Commander, will  
leave for the above Port on  
SUNDAY, the 2nd December, at Daylight.  
For Freight or Passage, apply to  
MELOCHERS & Co.,  
Agents.  
Hongkong, November 30, 1877. del

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
The Company's Steamship  
"TANANIS,"  
Comdt. DE LA MARCELLE, will  
be despatched for YOKO-  
HAMA on SUNDAY, the 2nd December,  
at 5 a.m.  
H. DE POUEY,  
Agent.  
Hongkong, November 30, 1877. del

## TO LET ON LEASE.

Possession on the 1st January, 1878.  
The Well-known Premises now occu-  
pied as the "STAG HOTEL." The  
House contains: Dining Room, Sitting  
Room, and 12 Bed-rooms, a large Billiard  
Room for Two Tables, Pantry, Bath-rooms,  
and W.C. Also, a Bar, in Queen's Road,  
and Store attached; Cook House, 2 Boys  
Rooms, &c. Gas and Water laid on.  
For further particulars, apply to  
J. ARMSTRONG,  
Queen's Road Central.  
Hongkong, November 30, 1877.

## NOTICE.

WE have this Day placed the MANAGE-  
MENT of our BUSINESS in the  
hands of Mr WILLIAM ROSS, who has  
been in the employment of the Firm for  
the last Six Years.  
G. FALCONER & Co.,  
Hongkong, November 30, 1877. del

## NOTICE.

WE hereby give notice to the Public  
that our Firm of F. Y. CHONG &  
Co., Silk Merchants, has been carrying on  
Business at Canton for Twenty-nine Years,  
and has not Established any BRANCH FIRM  
anywhere. If others have assumed our  
SIGN of F. Y. CHONG, Customers will spare  
themselves much disappointment, if they  
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## DEPARTURES.

Nov. 30, Holywood, for Hollow and Hal-  
phong.

30, Venus, for Singapore.

30, Djemnah, for Shanghai.

CLEARED.

Riga, for Swatow.

Emeralda, for Manila.

Zambiar, for Yokohama.

## PASSENGERS.

Per Djemnah, from Foochow: for Hong-  
kong, Manila, Nicholson and Slade; for  
London, Mr Foster. From Shanghai: for  
London, Mr Goetz.Per Taiwan, from Amoy, &c., 2 Euro-  
pean dock, and 34 Chinese.

Per Moria, from Saigon, 46 Chinese.

Per Holywood, for Hollow, 39 Chinese.

Per Venus, for Singapore, 2 Europeans.  
TO DEPART.

Per Riga, for Swatow, 100 Chinese.

Per Emeralda, for Manila, 1 European,  
and 192 Chinese.

## SHIPPING INTELLIGENCE.

The British barque Flodden reports:  
First part light, Easterly wind, latter  
strong N.E. wind and heavy sea.  
The British steamer Taiwan reports:  
Left Taiwan on the 26th, and had strong  
monsoon, and heavy sea to Amoy. Left  
Amoy on the 27th, had strong monsoon and  
rainy weather to Swatow. Left Swatow on  
the 28th and had fresh monsoon to Breaker  
Point, from thence to port moderate and  
cloudy. In Amoy.—Str. Pearl, Madaga-  
ascar, and Emmy. In Swatow.—Steamer  
Pernambuco.

## Shipping Intelligence.

The following corrected from the latest  
London and Colonial Papers:—  
VESSELS TO ARRIVE.  
AT HONGKONG.

When left, Name. From. Remarks.

May

10, David, Antwerp

11, Navorth, Antwerp

12, Chaudon, Cardiff

13, Albre, Melbourne

14, Albre, Penarth

15, Martha Jackson, Penarth

June

16, Henry Lippitt, New York

17, City of Halifax, Cardiff

July

18, Northampton, Baltimore

19, Niagara, Oshaven

20, Joels Jamieson, Cardiff

21, Abernethy, Liverpool

22, Carl Ritter, Cardiff

23, Globe, Deal

24, Ferdinand, Cardiff

25, R. C. Rickmers, Newport

Aug.

10, Papa, Cardiff

11, North Star, Cardiff

12, E. P. Bonville, Penarth

13, Regulus, Cardiff

14, Moss Glen, Penarth

15, Patrie, Cardiff

16, John Potts, New York

17, Felix Mendelssohn, London

18, Charger, Liverpool

19, Indle, Hamburg

Sept.

1, Vega, Table Bay

2, Andreas, Flushing Roads

3, Humbolt, New York

4, Hecla, Flushing Roads

5, Gatherer, Cardiff

6, Harriet N. Carlton, Honolulu

7, River Lagan, Cardiff

8, G. F. Munz, Newport

9, G. F. Munz, London

10, Wildcat, Liverpool

11, Biver Lagan, Cardiff

12, P. J. Carleton, Liverpool

13, Harkaway, London

14, Victoria (s.), Hamburg

15, Fidalio, Penarth

16, Maria Ravano, Penarth

17, Peter, Cardiff

Oct.

1, Forest Belle, Cardiff

2, Empire, Newport

3, Bertha (s.), London

4, Eleanore, Penarth

5, Kaiser, Penarth

11, State of Alabama (s.), London

12, Gordon Castle (s.), London

13, Minerva (s.), London

Nov.

23, G. F., Cardiff

27, Maxima, Swansea

Sept.

1, Carl Wilhelm, Cardiff

Oct.

4, Oscar Moynet, Newport

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Glengyle, Ophrenee.

Glendaloch, Altona.

Galley of Lorna, Malabar.

Sailing Vessels.

Johann Smidt, Lordor.

Devana, Minna.

Sir Harry Parkes.

At Liverpool.



## THE "YESSU" CALAMITY.

**RELEASE OF PRISONERS FROM THE GAOL.**  
H. E. the Governor went to the Gaol to-day at 11 o'clock and considered the report made by the Medical Officer and the Superintendent of the Gaol respecting the services rendered by certain prisoners who had acted as dressers in the temporary hospital fitted up in the prison when the sixty sufferers from the explosion on board the Yessu were brought to the prison on the 22nd inst.

Having consulted with Dr. Ayres, the Colonial Surgeon, and with Capt. Ducat, the Superintendent, and minutely examined the lists submitted to him, His Excellency about half past twelve o'clock came out of the Superintendent's Office and conveyed his decision to the prisoners in question, who were paraded for that purpose in the lower yard.

The first list contained twenty-five Europeans, including A. F. Chambers. His Excellency, addressing them, said that when the recent calamity occurred it became necessary to bring sixty of the sufferers into a temporary hospital fitted up in the Gaol, owing to the fact that the building now used as a Civil Hospital was not large enough. The cases were all of the most serious and distressing kind, and it was therefore absolutely necessary to secure the immediate services of a body of dressers who would act under the Superintendence of the Medical Officers, and this was accomplished by the Col. Surgeons, who most properly availed himself of the ready help at hand. A considerable number of prisoners volunteered for this duty. Dr. Ayres and Captain Ducat had chosen those whose good conduct they could best rely on. The task imposed upon these prisoners was one of the most harrowing that can be conceived. The injuries of the patients were shocking to contemplate, and the great zeal and tenderness shown by the volunteer dressers in endeavoring to alleviate pain and save life attracted the attention of every one whose duty it was to visit the scene of suffering.

Dr. Mowll, whose valuable assistance had been afforded to the local Government by H. E. the Governor, spoke in the highest terms of them, and so did Dr. Ayres and Capt. Ducat. The Governor himself had also paid some surprise visits to the Gaol at night and found the dressers at work and everything being done for the poor wounded people that human beings could accomplish.

Under such circumstances he felt it his duty to give them the highest reward he could, and that was their freedom. Some of the Europeans in the list had been convicted by the Naval and Military authorities, and with reference to these he could only promise to represent their cases to H. E. the Governor, and to the Colonel in command of the Troops.

The Chinese prisoners who were also recommended for clemency were then paraded and addressed, through the interpreter, in similar terms. Of these twenty-four were liberated, the case of Li Lam Kwei (under a life sentence) was reserved for further consideration, and the cases of about six other Chinese are to be dealt with by partial remission of sentences only.

On visiting the other parts of the Gaol some prisoners who had served more than two-thirds of their time begged for clemency, but His Excellency told them that their petitions had been received by him some weeks ago, and rejected, as their conduct in prison had not been good.

With the exception of those now liberated, and a few liberated on medical certificate, or on the recommendation of the Judges, His Excellency had strictly adhered to the rule he had re-established that no prisoner could be released who had not served two-thirds of his sentence, and then only when his conduct in prison had been so good as to earn the recommendation of the Superintendent.

## Police Intelligence.

(Before the Hon. C. May.)  
30th November, 1877.

## OUR SERVANTS.

Cheung Apat, a house-cook at the Horse Repository, was charged by Mr. John Kennedy, one of the proprietors, with assaulting him.

Mr. Kennedy said that the defendant had been in his employment for four or five days as a house-cook. One of the cow cokes being sick for the last two days, the defendant had been assisting in the work connected with the cows. At 3 past 5 o'clock this morning he told the defendant to clean a pair of boots quickly for a person who was going away in a steamer. Defendant, who can speak English very well, said there is no hurry, and complainant told him there was; defendant then said "there is no hurry don't you be in such a hurry." Complainant then took the boots from him and told him to leave the premises and that he could come back again at 9 o'clock for his money. He (defendant) turned to go toward the stables, when complainant took hold of his arm and told him to go over the bridge. As he was going down the steps he deliberately struck the complainant on the left side. Complainant merely pushed the defendant away, but did not strike him. Complainant then went inside his house, and about ten minutes later he was going to the stable to send out the horses when he was astonished, the defendant, who was concealed in a dark place, this being before daylight, struck him with a large pole about 8 feet long. The defendant held the pole in both hands and aimed at his head, but fortunately the blow fell on the left side of his neck, making a bad mark (livid mark shown). Complainant then caught hold of him, but he still showed fight, and seized the complainant by the breast shirt, tearing it down the front. He was then given in charge to the constable at the Government Office, and said he did not care a "d-n" for the complainant or the Police, as he had been in San Francisco.

The defendant in defence said that the complainant first seized hold of him to turn him away, and struck and kicked him, and (defendant) then took hold of complainant's neck, which caused the mark shown. Defendant could show no marks of injury, but he said his clothes were dirty. He denied striking the complainant with the pole, the complainant kicked against the pole and broke it. He had no witnesses as it was dark and there was no one there but himself and the complainant. Mr. May, after severely reprehending the defendant, sentenced him to three months' imprisonment with hard labour, and at the expiration of that sentence he is to stand security for six

householder for \$25 to keep the peace for six months, or be further imprisoned.

## ATTEMPTING TO STEAL.

Chung Ahn and two others were charged by Chinese constable No. 276 with gambling on the Recreation Ground, and fined \$1 each or 3 days' hard labour.

## ATTEMPTING TO STEAL.

Wong Ahn, a coolie, employed by the Patent Ship and Dock Company, was fined 40 shillings or one month's imprisonment for attempting to steal an iron punch.

## (Before James Russell, Esq.)

Chung A-tai, a seaman, and Lo A-fa, a gardener, were charged with robbery with violence near the Cosmopolitan Docks on the 28th instant at 3 p.m. Two women were wounded.

Sgt. John Fleming said: he was stationed at Yow-mah-te; the defendants were charged with robbery with violence, two women were wounded—one of them very badly—now in hospital.

Mr. Nelson Spratt, sworn, stated that he was on duty at the Cosmopolitan Docks. On the 28th instant at 3 o'clock in the afternoon the watchman told him something, in consequence of which he went to the water's edge in front of the Dock. Premises and saw the Dock boat-boys pulling towards a sampan which had two men in it pulling towards the Chinese waters. A woman was calling out "Save life." He waited till he saw the Dock boatmen get alongside the sampan and saw that the prisoners refused to let them board her. One of the women threw a rope and the boatmen towed the sampan. The women called for help and witness and called out towards them. As he approached the sampan he saw the 2nd prisoner throw a knife overboard; witness saw the gleam of the blade, he was about sixty yards distant. He then boarded the boat and arrested the prisoners. He found two women, a girl and a child, as well as the prisoners in the boat. One woman was out on the right breast badly and also on the right shoulder. It could be easily seen the cut on the shoulder was a stab, the cut on the breast was not so obviously a stab, but witness found out afterward that it was. The other woman was out about the hands and arms and was bleeding a good deal. There was a good deal of blood all over the boat. Witness took both prisoners ashore and kept them in the sampan while he sent for the Police boat. The house boy told him that 2nd prisoner had some bangles in his pocket, and advised witness to take them for fear they would be thrown overboard. Witness, accordingly, searched him and found in his breast pocket three jade stone bangles, three silver ones and sundry earrings and pieces of chain, the same now in Court. He handed those to the Inspector. He did not see any knife, but believed Capt. Whiting of the 1st Victoria did. He did not search the first prisoner.

Cheung A-ye, a boatwoman and one of the injured women, said that prisoners said they were going to a fishing junk and asked her to take them for ten cash each. She would not do so, and whilst rowing towards the westward near Tai kok Tau, the 1st defendant seized her and pulled off two jade-stone bangles from her wrists. Witness called out "Save life." The 1st defendant said "You will die to-day if you call out." He then snatched her earrings and she again called out. Prisoner threatened to throw her overboard at the same time the second prisoner was robbing the other woman, and he then came to witness and said "if you call out I'll cut you" and then cut her hand with a knife. 1st defendant also cut her left hand; her aunt was stabbed by the 2nd defendant; she is now in hospital.

See Chan, a watchman to Messrs Spratt & Co., said he saw a boat pulling rapidly in the direction of Sam-sui-poi; there were two Chinamen in the boat; he heard a woman cry out "save life, save life." The boat was distant about a quarter of a mile. He told the boat-boys to go and see what was the matter. He knew the prisoners were the men who were pulling.

Chung Ahn, a boatman, said on the 28th instant, about 3 o'clock he heard some one cry out "save life" he turned round and saw two men in a boat; one was seeling and the other rowing. He told Akum another boatman the watchman told him, but he had seen himself before. They pulled after the sampan and cried out "save life." Witness got a boat hook and caught hold of the boat by the stern. He pulled toward the Dock towing their boat. The prisoner went to the fore part of the boat, and witness saw each of them throw a knife overboard; he did not see them searched.

Hoh Akum, the other boatman, gave corroborative evidence. Mr. Russell said he commended the boatmen for capturing the prisoners, they had done a very good action. He should regard the case now till the 6th December, to get the evidence of the woman who was badly wounded.

## SUPREME COURT.

IN SUMMARY JURISDICTION.  
(Before His Honor Mr. Justice FRODZEN.)  
Nov. 30, 1877.

Thompson v. The Messageries Maritimes, \$480.—The claim was originally for \$610, but was reduced to the amount now sued. It was for demurrage for 16 days at \$30 a day. The plaintiff is the master of the British barque *Mangerton*, which had been in collision with the M. M. steamer *Volga*.

Mr. Breton, who appeared for the defendant, said the defendant had admitted his liability for the damage done to the vessel and had paid for all the repairs by the collision. But the present claim was for demurrage for the time during which the vessel was under repair, a claim which the Agent, Mr. Du Poney, did not consider himself justified in paying without the clearest proof. Mr. Breton urged that, at the time of the collision, there was a large number of vessels of the *Mangerton* class lying idle, and it was not likely that she could have got a charter so soon after her arrival here with a cargo of coal. Moreover, the defendant never had notice given him that a charter had been offered for the vessel and that he would be held responsible for demurrage. The sole question here was not whether the defendant was liable for the repairs, but whether the vessel was thrown out of employment by reason of those repairs.

Mr. Johnson, who appeared for the plaintiff, then opened the case. He said the plaintiff was the master of the British barque *Mangerton*, which arrived here on the 19th of September from Newcastle, N.S.W., and was at anchor in the harbour on the 20th, when she was run into by the steamer *Volga* which was then leaving for

Yokohama, doing considerable damage. After the collision, correspondence ensued between the plaintiff and defendant, the result of which was that the defendant undertook to pay for the damage. The vessel was under charter at the time, and the repairs were not commenced till the 1st Oct., meantime the coal was discharged until the 4th October. The repairs were not finished until the 20th, and the plaintiff therefore obtained 16 days' demurrage at \$30 each. This amount Mr. Johnson urged was a very moderate sum, as he would prove that the vessel could have got very good employment.

Mr. O'car Wieler was called. He was a merchant in the Colony, and his firm were the agents of the vessel *Mangerton*. On the 20th Sept. he saw the Captain in reference to the collision, and witness proved the subsequent correspondence on the matter. The vessel was carrying a cargo of coal. A few days after the arrival of the vessel, a Chinaman came to him and spoke about chartering the vessel to Haiphong. The Chinaman was either Fung Fa or Chun Cheong Wing. He offered witness \$1,900 to go to Haiphong and back. Witness refused because there were few ships in harbour, and higher rates could be got. A day or two after this, he offered \$28 to 24 cents a poul. Witness would not do it as the Chinaman wanted the ship within a certain time, and the vessel was not ready. If the ship had not been damaged, she could have accepted the charter to Haiphong. There were also offers to charter the ship to Newchwang and back to Swatow. If he did not take the Haiphong charter, he could have taken the Newchwang charter, but he was prevented from doing so by the ship being disabled.

If the witness had accepted the charter to Haiphong, he would have fixed the demurrage at \$40 a day. She came here under a charter with demurrage at \$10 a day. Had she not met with the accident, she could have left on the 6th October.

By Mr. Breton.—Witness told Mr. Du Poney personally that he had been offered a charter. Many enquiries were often made by persons for charters without making actual offers. At that time there were very few vessels in harbour without employment. The *Mangerton* is here still and has not been able to get a charter. Witness did not write any notice to Mr. Du Poney of this offer, because he had spoken to him personally several times before. Witness had in his hands at that time several ships, but he did not charter any of them to the Chinaman, who had chartered another ship. He did not give written notice to Mr. Du Poney, holding him responsible for demurrage, if the vessel was not ready by a certain day, because he had already held him responsible by his first letter.

Re-examined.—Witness had a large business in chartering ships, and consequently knew the state of the market. Since the *Mangerton* was repaired, the market was very slack, so that she still remained in harbour now. There had been several offers, but they all fell through owing to either the incapacity of the vessel not sailing, or the conditions imposed not being acceptable to the Captain. The repairs, as far as witness knew, were proceeded with as fast as possible. Captain McMurdo made a survey as to the extent of the damage done to the vessel.

Capt. G. W. Thompson was examined. He was master of the *Mangerton*; he arrived on the 19th September from Newcastle (N.S.W.) with coals. On the 20th September the *Volga* ran into her doing considerable damage. He wrote a letter to Mr. Du Poney on the subject. He held the M. M. Company responsible for the collision and for any loss of time. The reply proposed a survey pending the answer from the Captain of the *Volga* as to the responsibility of the collision. Captain Burele surveyed the ship on account of witness. From the 4th to the 9th October the freight was 33 cents a poul. But witness could not accept it, because the ship was disabled. He considered \$30 a day reasonable.

Cross-examined.—The \$478 was for general repairs to the rigging, and \$228 of this item was disallowed by the surveyor, as not having been occasioned by the collision. The men worked from about 7 a.m. to about 5 p.m. Witness had asked Mr. Gillies to expedite the work. Witness had never offered to Mr. Du Poney about having been offered a charter. There was a charter at 24 cents about the 24th September.

Re-examined.—Some of the repairs were paid for by witness as agreed, but the witness' repairs did not delay the work. He had even allowed the men to work on Sundays. Without the witness' repairs, the work could not have been finished before the 20th October.

Fung Fa, a shipbroker, was called. About the end of September he wanted to charter a ship to go to Haiphong. He offered Mr. Wieler 23 to 24 cents a poul for a round trip. The ship Mr. Wieler told him was of 8,700 poul capacity. It was the *Mangerton* that was proposed, but she could not be got ready in time. Witness then chartered a vessel from Carlowitz & Co.

By Mr. Breton.—The vessel chartered from Carlowitz & Co. was the *Marie Louise*, of 10,000 poul capacity; she left on the 10th October in ballast, as witness wanted her to go down to Haiphong with all speed. The freight was 22 cents a poul. If Mr. Wieler had told witness that he could get the *Mangerton* on the 10th October, he would have chartered her.

Re-examined.—The rate for a vessel leaving in ballast would be cheaper. By the Court.—The *Mangerton* would have to be cleaned after the discharge of the coal, but the washing would take only half a day.

Yuen Man Oh, shipping clerk in the Chun Cheung Wing Hong, stated that his firm wanted to charter a vessel to go to Haiphong and witness went to Mr. Wieler, and offered 28 to 24 cents a poul. A vessel could be got ready within a few days. Witness made the offer about the end of September. Mr. Wieler told him that no charter vessel had been into dock, so no charter was effected. Witness then obtained the charter of the *Mignot* from Schellhas & Co. and she left about the 18th October.

Cross-examined.—Had he been told that the *Mangerton* could be got ready by the 15th October, he might have taken her.

Mr. H. Du Poney was then examined for the defence. After the collision he had undertaken to bear the expense of the repairs after reference had been made to the Captain of the *Volga*. He had several interviews with Mr. Wieler on the matter, but Mr. Wieler never told him that he had the offer of a charter, except one day between the 20th and 28th September.

Mr. Wieler told him that he had the offer of a charter, but that he had refused it, the offer being too low. Witness had never received any written communication about the offer of a charter, the first time he knew of it was an item for demurrage in the bills sent him. If Mr. Wieler had told him of the offer of charter, witness could have asked the Dock Company to hurry on with the work, and they might have worked at it at night. For instance a steamer of the Company went into Dock yesterday, and witness requested Mr. Gillies to hurry on with the work, and men were working at it the whole of last night, and the vessel would come out of dock this afternoon.

The witness was not cross-examined. Mr. D. Gillies, the Secretary of the Hongkong and Whampoa Dock Company, was called. He said the Company was doing the repairs, and if the work was hurried, it could have been done in twelve days. Mr. Breton then summed up, and Mr. Johnson replied.

His Lordship reserved judgment.

## CORRESPONDENCE.

To the Editor of the "CHINA MAIL."  
SIR,—I have the honor to acknowledge the receipt of your letter of the 28th inst. in relation to the Band of the 28th Regiment for turning their Band so unceremoniously out of the Public Gardens. It would be interesting to know whether the public are to regard the same proceeding as an act of discourtesy to themselves, as they do, or whether any explanation is to be offered them on the subject. The wisdom of the many may, I presume, be regarded as equal to that of the one. I am, &c.,  
AN OLD RESIDENT.

To the Editor of the "CHINA MAIL."

Hongkong, Nov. 30, 1877.  
SIR,—Since the notorious prohibition of the Band Pomenade a large number of letters on the subject has been published, all of them, excepting that of "Audi Alteram Partem," whose letter appeared in your impression of the 28th inst., expressing disapproval of His Excellency's conduct. That champion only endeavored to shift the responsibility on to the shoulders of the gallant Colonel. I do not think the public will appreciate the suggestion that the postponement of His Excellency's "Party" on the evening of the catastrophe was any reason why Colonel Dickens should take upon himself to stop the performance of the Band on the following day—assuming there were any grounds sentimental or otherwise for stopping it—but even if this were so, it does not lessen one iota the discourtesy really complained of, namely, the sending away of the Band and the extinguishing of the lamps when the public were assembled in the Gardens. Perhaps His Excellency will be able to explain away the matter, so that the community will be satisfied that it was through no want of respect to them.

Your Obedient Servant,  
CAUSA LATET, VIS EST NOTISSIMA.

To the Editor of the "CHINA MAIL."

Hongkong, 29th Nov. 1877.  
SIR,—Your correspondent "Anodyne" writes:—"Those who sneer at religion should first learn what religion is."

Very well, let us endeavor to do so. We have no evidence in prehistoric times of the electric telegraph or the steam engine, while I assume that time was when man's best weapons were of flint.

From this I am taught that ancestral man had perhaps less to brag about than those of us who are now, but he was not without the spark of humanity still to be met with in savage wilds, and what that is, and was, may best be gathered from the writings of such men as Lyell and Lubbock.

Man, endowed with reason, appreciated the existence of a power greater than he, but what power? There's the rub. Something takes his fancy, and he shapes a god, and by degrees he furnishes a nice little toy shop, and then proceeds to knock his images on the head one after the other. By such means he endowed his Creator with a personality.

Now let us seek Dr. Darwin. One man finds himself in one country, another in another. The best fitted survive. One man a shade yellower than another transmits this characteristic, and we have the Mongolian; another a shade darker, and there's your African; another a shade lighter, and here's the Caucasian for you. They carry their toy gods with them, and these get pitched into black, yellow, and white, just as the men who produced them were.

The dawn of our Civilization breaks in the East, and a cress over Europe, and now we are introduced to the pretty biblical fable of Christ.

The Christian religion prevails, but that it will have to succumb, as others did to it, is merely a question of time. However now you've got it, and people fight for it, and worry, and get perverse, because others don't think as they think, and won't accept their revealed religion with which they expect to override all other beliefs.

Investigation has all along been clogged by superstition, which is but another name for religion, past and present, and are not the speculations of scientific men denounced even now-days as little removed from heresy. And why? Because they do not accord with what the Church happens at the moment to preach. But the Church is very accommodating, as we have seen in past ages, and when the force of opinion is too strong it is quite ready with "Ahi yas! but you see our holy writ is capable of such expansion that it may mean this or that." If any one doubts, let him read Tyndal and Huxley.

To me it seems the height of barbarity in a parent training up his child in any particular belief, and if Governments will not disconnect education from religion—severing one day the Pope, the next Dr. Dolinger. Then introduce him as the Archbishop of Canterbury, followed by Mr. Spurgeon. After showing our scholars round Europe, we might lead them through Asia, Africa, and America, and I don't think they pass the ordeal with any other feeling than that religion is a vast fabric of superstitions, raised by man's vague yearnings after the Infinite.

I am, &c.,  
ONE OF THOSE "GENTLEMEN."

## DIARY OF THE WAR.

(Compiled from the Daily Papers.)

Friday, Oct. 12.—Throughout the great part of Bulgaria cold and foggy weather prevails, and no movement of any importance can be made by either of the combatants. The Russian army now in Bulgaria is stated to number at the outside 250,000 combatants. The Standard Correspondent at Nicopolis sends a dreadful account of the condition of the troops, and states that the mortality is very heavy, 15,000 Russians and Romanians having died within twenty days. Chetkoff Pacha has his progress toward Plevna, and states that, owing to the flooded state of the rivers, his waggoners are detained, though his infantry have got forward with their baggage. Fighting in Asia was resumed on Wednesday.

The Turkish troops were being concentrated at the foot of the Aladja Dagh, when a considerable Russian force commenced hostilities, but were compelled to fall back after a battle lasting five hours, darkness putting an end to the engagement. It is reported from a Russian source that another Turkish monitor has been blown up near the mouth of the Danube, having struck against a torpedo. A Bucharest newspaper states that a large number of Hungarians have made an irruption into Roumania.

Saturday, Oct. 13.—All operations at the theatre of war are suspended by the weather, which is increasing in severity. The Danube is rising, and communications between the opposite sides of the river are becoming increasingly difficult. The Porte has sent a conciliatory note to Serbia, pointing out that the armaments of the principality are prejudicial to the maintenance of those good relations which the Porte desires to preserve. There seems to be no doubt that Mehmet Ali Pacha has now, in accordance with the instructions of the Porte, taken up the command of the Turkish army operating against Montenegro. Mehmet Ali, on assuming the command, at once ordered that Osman Pacha should be reinforced at Plevna. It is reported that the losses of the Russians in the Shipka Pass are enormous. Cold and starvation are doing their work, and the Russians are dying from want of food and shelter. Rain and fog have brought Reouf Pacha's operations in the Shipka Pass to a standstill since the 10th instant. Suleiman Pacha telegraphs that a reconnaissance has shown that the railway lines near Pyrgos are occupied by Russian troops, who are supported by artillery. In spite of the small damage done to either town, Rustchuk and Giurgevo are hammering away with their cannonade. Prince Hissan and his Egyptian troops are to be sent back to Varna to relieve the Turkish forces there. The behaviour of the Khedive's soldiers, it is said, has not been satisfactory.

Monday, Oct. 15.—Chetkoff Pacha, in a despatch to Suleiman Pacha, says that he is now in Plevna, and that he has succeeded for a third time in conveying a convoy of ammunition and supplies into the town. The Roumanian army before the town have received their winter clothing, but it is telegraphed from Bucharest to the papers there that thirty Turkish soldiers have surrendered to the Roumanian outposts, and given the most depressing accounts of the condition of Osman Pacha's forces. Reouf Pacha has taken the offensive again in the Shipka Pass. The Russians have still further entrenched their positions, and have received reinforcements. A telegram from Turn Magurele, a town in Roumania, opposite Nicopolis, announces that the bridge at that point has been destroyed by the floods, and an effort is being made by the Russians to restore communication by means of rafts. From Kalarasch it is announced that a body of Turks, in twenty boats, crossed the Danube near Gura Borei. The Roumanians claim to have stopped them, and made them return. A telegram, dated the 10th instant, from the Adjutant Tromeka to the Grand Duke Constantine, and published at St. Petersburg, gives details of the blowing up of a three-masted Turkish monitor at the mouth of the Sulina. The explosion was effected by torpedoes, laid on the night of the 8th and 9th instant. An Imperial order has been issued at St. Petersburg, which will have the effect of permitting such soldiers as distinguished themselves in the battle of Plevna to rise to the grade of officers. Mukhtar Pacha, according to a telegram, has fallen back, and is concentrating every available man in a very strong position south-east of Kars, this movement being made in consequence of heavy reinforcements received by the Russians, who have advanced with the evident intention of fighting a pitched battle.

Tuesday, Oct. 16.—The weather in Bulgaria has become finer, and the roads are drying rapidly, but the bridge across the Danube is still unavailable, and all communications have to be carried on by boats. Chetkoff Pacha reports that some Turkish troops encountered a body of Russians who were foraging for provisions in the neighbourhood of Telich. Though the latter received reinforcements they were defeated, and the Turks captured from them a large number of sheep and cattle, which were sent into Plevna, between which place and Constantinople telegraphic communication has been re-established. Chetkoff Pacha remains at Lukovitz, but contemplates resuming his march to Orhanlie. The Russians have bombarded Sulina for three days. A despatch of Saturday's date from Karajal, published in the *Globe* of yesterday, states that a portion of the Russian troops were marching in the direction of Erzerum. The same despatch conveys intelligence of the repulse of an attempted attack upon the Russian position on Mount Jagna, with great loss in killed and wounded. A Belgrade telegram yesterday morning says that the entire Serbian army has now been mobilized. Zaitseff is the point at which they will probably first come into collision with the Turks. Both armies have been concentrating at this point.

Wednesday, Oct. 17.—The most important news to day from the seat of war is that of a great battle which has taken place near Kars, but the telegrams are conflicting, as each side gives a very different account of the result. The Turks say that the Russians attacked Ghazi Mukhtar at four different points, but were falling back. The Russian official report seems to go somewhat later, and claims that the Turks were driven from the road to Kars. Concerning the campaign in Bulgaria a Russian official report states that the Turks attacked the village of Malenk, near Elisek, but had to beat a hasty retreat after suffering great loss. The Russians add that on their side four

men were wounded. At Plevna the Turks have withdrawn their artillery from a redoubt which the Roumanians were preparing to attack, and the Russians fear that mines have been laid in that place. A telegram, dated Shumla, Oct. 14, and published in the *New Free Press* of yesterday, states that the Russians bombarded the town of Sulina for three days from floating batteries, and caused great damage to the place, which, however, had been previously evacuated by the larger portion of the inhabitants and the foreign Consuls, with the exception of the British Consul. The Turkish land batteries were unable to subdue the Russian fire, and the Turkish squadron cruising off the town took no part in its defence. A Turkish gunboat, which was reconnoitring, was blown up by Russian torpedoes, and had seventeen sailors killed.

Thursday, Oct. 18.—We have no official information respecting the great battle near Kars, in which the Turks admit they suffered a great defeat. The Russians made a vigorous onslaught on the Turkish positions, Mukhtar Pacha's army was cut in two and his principal position was occupied by the Russians, the Turks retreating towards Kars after having suffered enormous losses in killed and prisoners. At eight o'clock in the evening the Turkish right flank was surrounded and driven from the Aladja Dagh with great loss. Seven pachas are stated in the Russian account to have been captured among the prisoners, as well as thirty-two guns, with an immense amount of war material. Mukhtar Pacha reports that he withdrew to Kars, and in his telegram states some causes to which he attributes his defeat. The siege of Plevna was yesterday morning renewed along the whole line. Suleiman Pacha has reconnoitred a large extent of country without finding any sign of the Russians, who are now strongly entrenched at Terstenik, on the road to Biela. Serbia has not yet received any note from the Porte, but in reply to his representations at home, M. Orléans has been instructed to inform the Porte that the Serbian armaments were thought necessary, owing to the conduct of the Turkish troops on the frontier and the fortifications which the Turks have erected there.

Friday, Oct. 19.—The weather in Bulgaria has become finer, and the roads are drying rapidly, but the bridge across the Danube is still unavailable, and all communications have to be carried on by boats. Chetkoff Pacha reports that some Turkish troops encountered a body of Russians who were foraging for provisions in the neighbourhood of Telich. Though the latter received reinforcements they were defeated, and the Turks captured from them a large number of sheep and cattle, which were sent into Plevna, between which place and Constantinople telegraphic communication has been re-established. Chetkoff Pacha remains at Lukovitz, but contemplates resuming his march to Orhanlie. The Russians have bombarded Sulina for three days. A despatch of Saturday's date from Karajal, published in the *Globe* of yesterday, states that a portion of the Russian troops were marching in the direction of Erzerum. The same despatch conveys intelligence of the repulse of an attempted attack upon the Russian position on Mount Jagna, with great loss in killed and wounded. A Belgrade telegram yesterday morning says that the entire Serbian army has now been mobilized. Zaitseff is the point at which they will probably first come into collision with the Turks. Both armies have been concentrating at this point.

Saturday, Oct. 20.—The weather in Bulgaria has become finer, and the roads are drying rapidly, but the bridge across the Danube is still unavailable, and all communications have to be carried on by boats. Chetkoff Pacha reports that some Turkish troops encountered a body of Russians who were foraging for provisions in the neighbourhood of Telich. Though the latter received reinforcements they were defeated, and the Turks captured from them a large number of sheep and cattle, which were sent into Plevna, between which place and Constantinople telegraphic communication has been re-established. Chetkoff Pacha remains at Lukovitz, but contemplates resuming his march to Orhanlie. The Russians have bombarded Sulina for three days. A despatch of Saturday's date from Karajal, published in the *Globe* of yesterday, states that a portion of the Russian troops were marching in the direction of Erzerum. The same despatch conveys intelligence of the repulse of an attempted attack upon the Russian position on Mount Jagna, with great loss in killed and wounded. A Belgrade telegram yesterday morning says that the entire Serbian army has now been mobilized. Zaitseff is the point at which they will probably first come into collision with the Turks. Both armies have been concentrating at this point.

Sunday, Oct. 21.—The weather in Bulgaria has become finer, and the roads are drying rapidly, but the bridge across the Danube is still unavailable, and all communications have to be carried on by boats. Chetkoff Pacha reports that some Turkish troops encountered a body of Russians who were foraging for provisions in the neighbourhood of Telich. Though the latter received reinforcements they were defeated, and the Turks captured from them a large number of sheep and cattle, which were sent into Plevna, between which place and Constantinople telegraphic communication has been re-established. Chetkoff Pacha remains at Lukovitz, but contemplates resuming his march to Orhanlie. The Russians have bombarded Sulina for three days. A despatch of Saturday's date from Karajal, published in the *Globe* of yesterday, states that a portion of the Russian troops were marching in the direction of Erzerum. The same despatch conveys intelligence of the repulse of an attempted attack upon the Russian position on Mount Jagna, with great loss in killed and wounded. A Belgrade telegram yesterday morning says that the entire Serbian army has now been mobilized. Zaitseff is the point at which they will probably first come into collision with the Turks. Both armies have been concentrating at this point.

Monday, Oct. 22.—The weather in Bulgaria has become finer, and the roads are drying rapidly, but the bridge across the Danube is still unavailable, and all communications have to be carried on by boats. Chetkoff Pacha reports that some Turkish troops encountered a body of Russians who were foraging for provisions in the neighbourhood of Telich. Though the latter received reinforcements they were defeated, and the Turks captured from them a large number of sheep and cattle, which were sent into Plevna, between which place and Constantinople telegraphic communication has been re-established. Chetkoff Pacha remains at Lukovitz, but contemplates resuming his march to Orhanlie. The Russians have bombarded Sulina for three days. A despatch of Saturday's date from Karajal, published in the *Globe* of yesterday, states that a portion of the Russian troops were marching in the direction of Erzerum. The same despatch conveys intelligence of the repulse of an attempted attack upon the Russian position on Mount Jagna, with great loss in killed and wounded. A Belgrade telegram yesterday morning says that the entire Serbian army has now been mobilized. Zaitseff is the point at which they will probably first come into collision with the Turks. Both armies have been concentrating at this point.

Tuesday, Oct. 23.—The weather in Bulgaria has become finer, and the roads are drying rapidly, but the bridge across the Danube is still unavailable, and all communications have to be carried on by boats. Chetkoff Pacha reports that some Turkish troops encountered a body of Russians who were foraging for provisions in the neighbourhood of Telich. Though the latter received reinforcements they were defeated, and the Turks captured from them a large number of sheep and cattle, which were sent into Plevna, between which place and Constantinople telegraphic communication has been re-established. Chetkoff Pacha remains at Lukovitz, but contemplates resuming his march to Orhanlie. The Russians have bombarded Sulina for three days. A despatch of Saturday's date from Karajal, published in the *Globe* of yesterday, states that a portion of the Russian troops were marching in the direction of Erzerum. The same despatch conveys intelligence of the repulse of an attempted attack upon the Russian position on Mount Jagna, with great loss in killed and wounded. A Belgrade telegram yesterday morning says that the entire Serbian army has now been mobilized. Zaitseff is the point at which they will probably first come into collision with the Turks. Both armies have been concentrating at this point.

Wednesday, Oct. 24.—The weather in Bulgaria has become finer, and the roads are drying rapidly, but the bridge across the Danube is still unavailable, and all communications have to be carried on by boats. Chetkoff Pacha reports that some Turkish troops encountered a body of Russians who were foraging for provisions in the neighbourhood of Telich. Though the latter received reinforcements they were defeated, and the Turks captured from them a large number of sheep and cattle, which were sent into Plevna, between which place and Constantinople telegraphic communication has been re-established. Chetkoff Pacha remains at Lukovitz, but contemplates resuming his march to Orhanlie. The Russians have bombarded Sulina for three days. A despatch of Saturday's date from Karajal, published in the *Globe* of yesterday, states that a portion of the Russian troops were marching in the direction of Erzerum. The same despatch conveys intelligence of the repulse of an attempted attack upon the Russian position on Mount Jagna, with great loss in killed and wounded. A Belgrade telegram yesterday morning says that the entire Serbian army has now been mobilized. Zaitseff is the point at which they will probably first come into collision with the Turks. Both armies have



## To Let.

**TO LET.**  
NOS. 4, and 5, PEKILI TERRACE, ELGIN STREET.  
Apply to  
**LANE, CRAWFORD & Co.**  
Hongkong, July 30, 1877.

**AN OFFICE TO LET.**  
Apply to  
**LANDSTEIN & Co.**  
Hongkong, September 15, 1877.

**TO LET.**  
**HOUSE** No. 10, Albany Road, lately occupied by the Rev. R. H. KID. "Bliss Villa," Pok-fuk-lum, furnished. House No. 9, Seymour Terrace, Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWIRE.  
**DAVID SASSOON, Sons & Co.**  
Hongkong, October 13, 1877.

**TO LET.**  
**THE** Dwelling House and Office No. 1, Douglas Street, lately in the occupation of Messrs DOUGLAS LAPEL & Co.  
Apply to  
**DOUGLAS LAPEL & Co.**  
Hongkong, July 9, 1877.

## Mails.



**STEAM FOR**  
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.  
Also,  
Bombay, Madras, and Calcutta.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S** Steamship **SWALOW**, Captain J. C. BASOT, will leave this on **THURSDAY**, the 6th December, at Noon.  
For further Particulars, apply to  
**A. LIND, Superintendent.**  
Hongkong, November 23, 1877. de3

## Occidental &amp; Oriental Steam-Ship Company.

**TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.**

**THE S. S. "BELGIO"** will be despatched for San Francisco via Yokohama, on **SATURDAY**, the 8th December, at 2 p.m., taking Cargo and Passengers for Japan, the United States and Europe.  
Connection is made at Yokohama, with Steamers from Shanghai.  
Freight will be received on Board until 4 p.m. of the 7th December. **PARCEL PACKAGES** will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.  
A Reduction is made on Return Passage Tickets.  
For further information as to Freight on Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.  
**G. B. EMORY, Agent.**  
Hongkong, November 27, 1877. de3

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

**THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND STOPPING AT YOKOHAMA, AND SAN FRANCISCO.**

**THE U. S. Mail Steamer CITY OF TOKIO** will be despatched for San Francisco, via Yokohama, on **WEDNESDAY**, the 19th December, at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
A **REDUCTION OF TWENTY PER CENT** on regular rates is granted to **OFFICERS OF THE ARMY AND NAVY, and MEMBERS OF THE CIVIL and CONSULAR SERVICES IN COMMISSION.**  
Freight will be received on board until 4 p.m. 18th December. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.  
**RUSSELL & Co., Agents.**  
Hongkong, November 27, 1877. de3

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

**STEAMER ZANZIBAR, FROM LONDON AND SINGAPORE.**

**THIS** Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr J. Y. V. SHAW, whence delivery may be obtained.  
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon, To-morrow.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 5th Proximo will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**MELCHERS & Co., Agents.**  
Hongkong, November 28, 1877. de1

**BRITISH BARK ORANGE GROVE, FROM HIOGO.**

**CONSIGNEES** of Cargo by the above-named Vessel are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods, otherwise they will be landed and stored at their risk.  
**RUSSELL & Co., Agents.**  
Hongkong, November 26, 1877. de3

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**S. S. DJEMNAH.**

**CONSIGNEES** of Cargo per S. S. *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 28th Instant, at Noon, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.  
Goods remaining unclaimed after To-day, the 4th December, at Noon, will be subject to rent and landing charges.  
No Fire Insurance has been effected.  
**H. DU POUEY, Agent.**  
Hongkong, November 28, 1877. de4

**FROM CALCUTTA, PENANG AND SINGAPORE.**

**THE** British S. S. *Japan*, Captain H. DE SMIDT, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.  
Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, uninsured against fire.

**DAVID SASSOON, Sons & Co., Agents.**  
Hongkong, November 27, 1877. de4

**FROM CALCUTTA, PENANG AND SINGAPORE.**

**THE** S. S. *Argyll*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.  
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, uninsured against fire.

**JARDINE, MATHESON & Co., Agents.**  
Hongkong, November 27, 1877. de4

## Volume Sixth of the "CHINA REVIEW."

## Now Ready.

## No. II.—Vol. VI.—OF THE—"CHINA REVIEW"—CONTAINS—

The Rhymes of the Shi-king.  
Brief Sketches from the Life of K'ung-ming. (Continued from Vol. V., page 387).  
The Wild Silk-worms of the Province of Shantung.  
Notes on Chinese Grammar (Continued from Vol. V., page 392).  
Geographical Notes on the Province of Kiangai.  
Translations of Chinese School-books.  
Short Notices of New Books and Literary Intelligence.  
Notes and Queries:—  
Bankruptcy in China.  
The Share taken by Chinese and Bannermen respectively in the Government of China.  
Laws of Sale amongst the Chinese.  
Studies in Words.—Roots Meaning One.  
The Character 子.  
Chinese Antiquity.  
Shin versus Shanghai.  
A Chinese Primer.  
A Rats' Mathis' Colla.  
Were Yao and Shun Historical Persons?  
Native Literature on Chinese Potcelain.  
Books Wanted, Exchanges, &c.

**China Mail Office,**  
Hongkong, October 31, 1877.

## Notices of Firms.

## NOTICE.

**I** HAVE This Day admitted Mr. WILLIAM LEGGIE as a PARTNER in my Business, which will henceforth be conducted under the Style of HUGHES & LEGGIE.  
**W. KERFOOT HUGHES.**  
Hongkong, November 1, 1877. jal

## NOTICE.

**MR. CHARLES DAVID BOTTOMLEY** was admitted a PARTNER in our Firm on the 1st July, 1877.  
**DOUGLAS LAPEL & Co.**  
Hongkong, September 22, 1877.

## NOTICE.

**I** HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.  
**J. Y. VERNON SHAW.**  
Hongkong, November 1, 1877. my1

## NOTICE.

**I** HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.  
**W. SOHRIVER.**  
Haiphong, November 9, 1877. de15

## NOTICE.

**THE** Business of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON. Mr. ALEXANDER MACGLASHAN HEATON having This Day become a PARTNER therein.  
**CHAS. C. COHEN.**  
Hongkong, November 1, 1877. jal

## NOTICE.

**FROM** This Date Mr. EDWARD SHEPARD and Mr. M. W. GREGG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. EDWELL at Amoy.  
**RUSSELL & Co.**  
China, June 1, 1877. de1

## NOTICE.

**MR. JAMES AYTON MANN** is authorized to Sign our Firm by Procuration.  
**GEPP & Co.**  
Canton, November 1, 1877. jal

## NOW READY.

**A CHINESE DICTIONARY IN THE CANTONESE DIALECT.** Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EYER, Ph.D. Tübingen.

Price: Two Dollars and a Half.  
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.  
Hongkong, February 8, 1877.

## Intimations.

**THE HONGKONG HOTEL.**

**TENDERS** are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. **SEALED TENDERS** to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.  
By Order of the Directors,  
**LOUIS HAUSCHILD, Secretary.**  
Hongkong, September 15, 1877. apl

## W. BALL, CHINA DISPENSARY.

**IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.**

Prescriptions Dispensed with Carefulness, and Prompt Attention.

**PRAYA WEST, HONGKONG,**  
Near the Canton Steamer's Wharf,  
Hongkong, July 13, 1876.

## AFONG, PHOTOGRAPHER.

By appointment, to  
**H. E. SIR ARTHUR KENNEDY,**  
GOVERNOR OF HONGKONG;  
and to  
**H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,**  
Wyndham Street, formerly ATHERTON CLUB.

**HAS** on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Type, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, also Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War, eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.  
Hongkong, August 24, 1877.

## KWONG HING CHEUNG &amp; Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices.  
Mr. ASHOR has been appointed Manager, and all Orders addressed to him at 37, Praya, or to Mr. FAR JAC, at 30, Hing Lung Street, will receive immediate attention.  
Hongkong, March 13, 1877. me19

## Intimations.

**IN THE GOODS OF JAMES SMITH FERRIES, Deceased.**

**NOTICE** is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, by the Probate Jurisdiction, on the 22nd day of September 1877; are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BRERETON, 29 Queen's Road, Hongkong, on or before the 15th day of January, 1878. And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.  
Dated this 3rd day of October, 1877.  
**WM. H. BRERETON,**  
Solicitor for the said JOHN FAIRBAIRN. jal8

**IN THE GOODS OF PROSPER EDOUARD HENRI DERODE.—Deceased.**

**NOTICE** is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of PROSPER EDOUARD HENRI DERODE, late of Lille, France, who died at Cannes, France, on the 10th day of December, 1869, and Letters of Administration of whose personal Estate were duly granted to ANDRE DAMMANN, of Canton in the Empire of China, Merchant, by the Supreme Court of Hongkong in its Probate Jurisdiction on the 28th day of October, 1877, are hereby required to send in writing the particulars of their CLAIMS or DEMANDS to the said ANDRE DAMMANN at his address aforesaid or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the said ANDRE DAMMANN at the Office of the said WILLIAM HENRY BRERETON, 29 Queen's Road, Hongkong, on or before the 1st day of February, 1878. And notice is hereby given that at the expiration of the last-mentioned day the said ANDRE DAMMANN will proceed to distribute the Assets of the said PROSPER EDOUARD HENRI DERODE amongst the parties entitled, having regard to the claims of which the said ANDRE DAMMANN has then had notice; and that the said ANDRE DAMMANN will not be liable for the Assets, or any part thereof, so distributed to any person of whose claim the said ANDRE DAMMANN has not had notice at the time of the distribution.  
Dated this 31st day of October, 1877.  
**WM. H. BRERETON,**  
Solicitor of the said Andre Dammann. de2

## AH YON, SHIP'S COMPARE AND STEVEDORE.

No. 57, Praya West.  
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

**WASHING BOOKS.**  
(In English and Chinese.)  
**WASHERMAN'S BOOKS**, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.  
**CHINA MAIL OFFICE.**

## A NEW STOCK OF NEAT JOBBING TYPES HAVING BEEN RECEIVED FROM ENGLAND.

**THIS OFFICE IS PREPARED TO EXECUTE BOOK & JOB PRINTING OF EVERY DESCRIPTION AT REASONABLE RATES.**

**FANCY BALL PROGRAMMES** ASSORTED SIZES, IN GOLD AND COLOURS.

**BALL PENCILS,** assorted colours.

**MENU CARDS,** In Gold & Coloured Borders & Patterns.

**BOOKS BOUND IN APPROVED PATTERNS.**

**For Sale.**

**AGREEMENTS FOR FORKING-GUING SHIPS.**

**LADY'S AND GENTLEMAN'S WASHING BOOKS.**

**CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS, POWERS OF ATTORNEY, CHARTER PARTIES, SHIPPING ORDERS, BILLS OF LADING, PASSENGER LISTS, BILLS OF SALE, LOG BOOKS, WILLS,** &c., &c., &c.

**CHINA MAIL OFFICE, 2, Wyndham Street, (Back of Club).**

## Insurances.

## YANGTZE INSURANCE ASSOCIATION.

**CAPITAL—Fully Paid-up.....Tls. 420,000**  
**PERMANENT RESERVE....." 230,000**  
**SPECIAL RESERVE FUND....." 75,000**  
**Total Capital and accumulations this date.....Tls. 725,000**

**Directors:**  
F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq., J. C. KERR, Esq., M. P. EVANS, Esq., J. C. LUCAS, Esq.

**Secretaries:**  
Messrs. RUSSELL & Co., Shanghai.  
Messrs. RABING BROTHERS & Co., London Bankers.

**Agencies in:**  
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

**POLICIES** granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12 1/2 per cent. interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of "Business" in proportion to the premium paid by them.  
**RUSSELL & Co., Agents.**  
Hongkong, October 1, 1877.

## CHINESE INSURANCE COMPANY. (LIMITED.)

**NOTICE.**

**POLICIES** granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.  
**OLIPHANT & Co., General Agents.**  
Hongkong, April 17, 1873.

## ROYAL INSURANCE COMPANY.

**THE** Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.  
**MELCHERS & Co., Agents, Royal Insurance Company.**  
Hongkong, October 27, 1874.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

**Incorporated by Royal Charter and Special Acts of Parliament.**  
**ESTABLISHED 1809.**  
**CAPITAL £2,000,000.**

**THE** Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.  
**GILMAN & Co., Agents.**  
Hongkong, July 6, 1876.

## THE LONDON ASSURANCE.

**INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE THIRD, A. D. 1720.**

**THE** Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

**Marine Department.**  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at current rates. A discount of 20 per cent. allowed.

**Life Department.**  
Policies issued for sums not exceeding £5,000 at reduced rates.  
**HOLLIDAY, WISE & Co.**  
Hongkong, July 25, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

**THE** Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.  
**HOLLIDAY, WISE & Co.**  
Hongkong, October 14, 1866.

## SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

**CAPITAL ONE MILLION DOLLARS.**

**Directors:**  
KWOK ACHONG, Merchant.  
FANG YIM, Merchant.  
Ho SAM, of Hop Yik Chan, Merchant.  
Loo YIM, of the Yee On Hong, Merchant.  
Lee SING, of Lai Hing Firm, Merchant.  
CHANG SING YONG, Merchant.  
CHOY CHAN, Merchant.

**Manager—HO AMEL.**

**POLICIES** against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20 per cent. on the Premium.

**OFFICE, 45, Bonham Street, Hongkong, August 23, 1877.** de19

## INSURANCES.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

**HEAD OFFICE—HONGKONG.**

**AGENCIES** at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

**NO CHARGE FOR POLICY FEE.**  
**JAS. B. COOCHRIE, Secretary.**  
Hongkong, November 1, 1871.

## LANCASHIRE INSURANCE COMPANY.

**(FIRE AND LIFE.)**

**CAPITAL—Two Millions Sterling.**

**THE** Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Ovals in Matchboxes, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNHOLD, KARBURG & Co.**  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

## QUEEN FIRE INSURANCE COMPANY.

**THE** Undersigned are prepared to grant Policies against FIRE to the extent of \$50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20 per cent. on the Premium.

**NORTON & Co., Agents.**  
Hongkong, January 1, 1874.

## POST OFFICE NOTIFICATIONS.

**MAILS BY THE TORRES STRAITS PACKET.**—The S. S. *DIOMEDE*, will be despatched from Hongkong, on or about **SATURDAY**, the 1st December, with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, November 24, 1877. de1

## MAILS BY THE ENGLISH PACKET.

The English Contract Packet *GWALIOR* will be despatched with the Mails for Europe, &c., on **THURSDAY**, the 6th December.

The following will be the hours of closing the Mails, &c.:—  
**Wednesday, December 5th.**  
5 P.M. Money Order Office closes.  
6 P.M. Post Office closes except the Night Box, which remains open all night.

**Thursday, December 6th.**  
7 A.M. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.  
10 A.M. Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 A.M. Letters may be posted with to LAST FEE of 18 cents extra Postage till  
11 A.M., when the Post Office Closes entirely.

11.30 A.M. Letters (but Letters only) addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till  
11.50 A.M., when the Mail is finally closed.

Hongkong, November 23, 1877. de3

## MAILS BY THE FRENCH PACKET.

The French Contract Packet *PELHO* will be despatched from Hongkong on **THURSDAY**, the 15th December, with Mails to and through the United Kingdom and Europe, via Marseilles to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—  
**Wednesday, 12th December.**  
5 P.M. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

**Thursday, 13th December.**  
7 A.M. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.  
10 A.M. Registry of Letters ceases.

11 A.M. Post Office closes except for Late Letters.

11.10 A.M. Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until  
11.30 A.M., when the Post Office Closes entirely.

Hongkong, November 23, 1877. de13